NOV 21
NEW YORK.

Editor of Science
NEW YORK NY

THE MARINE RECORD.

DEVOTED TO COMMERCE, ENGINEERING AND SCIENCE.

VOL. VII. NO. 47. CLEVELAND. O., NOVEMBER 19. 1885.

$2.00 PER ANNUM
SINGLE COPIES 5 CENTS

AROUND THE LAKES.

CLEVELAND.

The buoys in the Sault river will not be removed until the vessels are all down.

A rumor is afloat that William Cramp's Sons intend plaeing a plant for iron shipbuilding in Chicago. It lacks confirmation.

The schooners James Couch and Grace Holland, the tow of the propeller Republic, will lay up here, and the Republic will go up alone this trip.

Judge Welker, of the United States district court, made an order last week for the sale of the barge Colonel Brackett after ten days' publication.

At the last meeting of the Cleveland branch of the seamen's union, held last Thursday evening, wages were advanced to $3 for sailing vessels and $2.50 for tow barges.

Murphy's tug Balize, with schooner Harvey Bissel in tow will bring Escanaba ore to Cleveland, after which they will return to Detroit, subject to the order of the District Court.

The schooner Constitution, Captain Robert Kerr, which arrived here with ore from Elk Rapids, will strip and lay up here for the season. The schooner Colonel Cook will also lay up.

A libel has been filed in the United States district court by John Cooper, a deck hand, against the steambarge Samuel F. Hodge. The action is brought to recover $32, alleged to be due as wages and expenses.

The case in admiralty of Nelson Little and A. T. Kinney against the steam tug J. P. Clark to recover $2,926.25 for the value of the barge Joseph, lost on the 5th of this month in Saginaw Bay, off Port Austin, while in tow of the tug Clark, has been settled and the case dismissed.

Propeller Hiawatha was in Globe dry dock to have a leak stopped. The leak was found under the forefoot. The Hiawatha also had a band placed around the propeller shaft. The Republic company's boats Colonial, Specular, and Magnetic will go into dry dock in the order named for necessary repairs.

Propeller Hiawatha left for Buffalo to load hard coal for Duluth, and will bring down Two Harbors, ore, for Chicago. She will tow up the George W. Adams, which is waiting for her at Detroit. Murphy's tug Kate Williams was under contract to tow the schooner Adams up the lakes and back for $1,500, but as Judge Brown has ordered all of the Murphy line tugs into the jurisdiction of his court, the contract was annulled.

Mr. Jean Dowd, who runs a ferry boat at the Main street bridge in the absence of that structure, did a very praiseworthy act Friday evening. By some mishap a deckhand fell overboard from the propeller Waldo A. Avery, lying on the west side of the river near the bridge. The cries of the unfortunate man were heard by Mr. Dowd, who jumped into his boat and went to the rescue. By good management he reached the man and succeeded in pulling him into the boat and saved his life.

As the steambarge Fred McBrier, Captain Joseph Randall, was coming through the St. Clair Flats on Sunday morning, about 2 o'clock, the captain saw what he supposed to be a steambarge burning just above the Canada Club House, probably the river tug Kelley, owned by Captain Kelley, of Wallaceburg, which caught fire while lying at dock at Herson's Island Saturday night. She drifted down the river about three-quarters of a mile, and ran on the Canadian shore, burning to the water's edge. She was built at Chatham by Taylor in 1884, measured 41 tons, rated A2½, and was valued at $3,000. She was insured for $4,000 against fire. The Fred McBrier arrived at this port about 12 o'clock Sunday night.

CHICAGO.

Special to the Marine Record.

The Peshtigo Company's steamer Boscobel, Captain William Nicholson, and their six barges, her consorts, have made their last trip for this season, and will be laid up at once. Fifty-four round trips to Peshtigo and back have been made, and 54,000,000 feet of lumber brought to this port during the past season. They have had a very successful season, and have not had any accidents.

The barge Golden Age, coal laden, was aground for an hour Tuesday morning in the draw of North Halsted street bridge. Two tugs managed to get her partly through the draw, so that the bridge could be closed, and she remained hard aground. She will either have to be lightered or remain until the water in the river rises, the water being very low.

Messrs. Stewart & Bottsford, of the Wolverine Dry Dock Company, Port Huron, were in this port Monday making estimates of the cost of converting the steambarge J. P. Donaldson into a double decker, and supplying her with steel arches, and rebuilding the barge Brightie, one of her consorts. It is probable that the work will be done at their shipyard the coming winter.

The steambarge J. P. Donaldson, Captain C. H. Marsden, arrived Friday from Oscoda with 360,000 feet of lumber, with her consorts, the Nellie Mason, with 600,000 feet and the Brightie with 610,000 feet.

The steambarge Keystone arrived Saturday from Au Sable with 700,000 feet of lumber and her consorts, the Masten, with 800,000 feet, the M. I. Wilcox with 400,000, and the Agnes with 400,000.

The schooner Imperial, Captain Roche, has gone to Manitowoc to lay up. She will have a thorough rebuild at Rand & Burger's shipyard this winter.

T. D. Davidson, of Milwaukee, was in this city for a few days on business and visiting his brother Joe, of the Chicago Dry Dock Company.

Captain G. W. Smith, of Bay City, was in this city Saturday for the purpose of purchasing a light draft tug.

The schooner Alice, Captain H. M. Hanson made excellent time on her two last trips to Menominee, having made them in thirteen days, going around the Dove.

At the Chicago Dry Docks Company the schooner Rising Sun was in for a new piece of keel and calking, the steambarge Michael Groh for calking, the propeller Inter Ocean got a new main gaff, the schooner Scud a new jibboom, the schooner C. E. Wyman and barges, William Grandy and Brightie got new anchor stocks, the steambarge Mary Groh a new stem, the propeller Peerless some repairs, the tug M. Shields a new tow post and wearing piece, the schooner Winnie Wing a new jibboom, schooner C. A. King a new quarter, the barge Newcomb had her top sides calked, the propeller H. D. Coffinberry had her decks calked, the steamyacht Charm some new rail.

At Miller Brother's dry docks the steambarge George Dunbar was in and had her stern bearing fixed, the steambarge Tempest for repairs to her shoe, the steamer Boscobel to have her stern bearing fixed and some calking, the tug Protection to have her stern bearing fixed and a leak stopped, the schooner R. B. Hayes got some new bulwarks, the schooners Annie Sherwood and M. E. Tremble some repairs.

The steambarge Tempest left this port Tuesday for Grand Haven, where she will lay up.

The schooners Lottie Wolf, M. E. Tremble, Arctic, and Lumbermen have stripped and gone into winter quarters. The tug Flossie Thielcke will lay up at once. Three of the Marinette Lumber Company's barges have been laid up.

Captain David Cochrane, of the steamer John A. Dix, is, we regret to hear, laying very sick at St. Joseph, Mich., with an attack of typhoid fever. Hopes are, however, entertained that he will recover.

The schooners Minnie Mueller and L. M. Mason were stripping on the lumber market Wednesday.

The schooner Mystic was sold Tuesday Morning by United States marshal to Captain H. T. Ruger for $2,120. This was considered a good price. Captain Ruger owned and sailed the schooner Topsy, and immediately after he purchased the Mystic he sold the Topsy to Captain Podgether, who was owner and master of the schooner S. P. Wilson prior to her going to pieces off Muskegon a short time ago, for $1,200. Captain Podgether has no doubt got the best bargain.

The schooner York State has been purchased by J. H. Skeele, lumber merchant of this port, for $5,750. The York State will be fitted out again, and if "all's well," make a couple more trips before the close of navigation.

The schooner Higgie, of this port, is in trouble. Her captain, Thomas Ledden, has sent a dispatch to her owner, Edward Ayer, that she went on a rock near Tobermory Harbor, Georgian Bay, and commenced to leak badly. Her crew got her off, and they tried to make Owen Sound, but when off Cabot Head she was making so much water that she was run on the beach to save her. Saturday afternoon two tugs took hold of her to endeavor to tow her to Owen Sound, they released her, but finding it impossible to keep her afloat they took her into Lion Head Harbor, where she is now lying full of water. The Higgie was laden with grain, bound from Chicago to Collingwood. She is insured for $15,000. Captain Rounds left here on Monday to get a Canadian Wrecking Company to go to her with their pumps. W. W. Bates left for Owen Sound Monday night to look after the interest of the owner of the schooner on her arrival at that port.

A dispatch from Port Arthur states that Capt. Moore, of the steamer lost Algoma, is now lying at the point of death at Port Arthur from the effects of the hardships he endured at the time of the wreck.

WILLIAMS.

BUFFALO.

Special to the Marine Record

Nov. 18.—Our season of navigation gives strong evidence of drawing to a close with a very doubtful return for the investment in the lake carrying trade. I have not been able to ascertain in any direction where any one engaged in the lake marine, has paid 6 per cent. on the investment after all legal expenses are paid; that is, all charges which would be a lien in admiralty if not paid.

We have not been moving an unusual amount of grain down or coal up this week. Notwithstanding rates on coal have been maintained throughout the week, while grain freights, at all points, have not been steady or rates maintained. Reports reached us that rates in Chicago were nominal with no offerings, even at a concession of nearly 1 per cent. on the part of carriers from the rates of last week.

I think it might be conceded by all business men in all branches of industry that this year has been a year of hopes and fears, a year of no gains, a year of great uncertainty, a year of hopes, buoyed up by only a few days of apparent improvement, and before the next report reaches us some one says the bottom has dropped out, leaving no life in business. This is the general feeling in marine circles at this writing.

I am glad that so far as at present known there are but few new vessels being constructed in the lake region. There must, of necessity, some special cases where a vessel or steamer will be needed; but none for general trade. And no vessels, in my opinion, when business does revive and warrant such increase of tonnage, should be above the capacity of 2,000 tons over her machinery and fuel. That class is to be the great competitor of railroads. They can carry their cargoes without loss, at 2@2½c. or coal 50 cents per net ton, and in an ordinary trip of thirteen days to Chicago or Milwaukee, and to Duluth or any of the iron ore ports on Lake Superior, fifteen days down to eleven days. That class of ships can compete with any railroad in the country carrying grain, ore or coal, the only articles of traffic left for them to carry. Railroads can not carry these articles one cent lower and pay a dividend. This year is an experimental year in trade, and it has been ascertained that coarse freights have been carried as low as it has been known for many years, and in some instances lower than ever before, and it has been fully demonstrated that ships of the class mentioned have cleared their expenses and a trifle over; not enough for dividend paying, properly speaking, as many little charges are not calculated which should be taken into account, as they must appear some day in a settlement, and the features of the statement for the season must surely reflect them, reducing the actual returns. There was a time in the history of our merchant marine, within the memory of the present generation, that any investment in the shipping interest that did not pay 25 per cent. per annum was no investment worth notice; but those ideas are changed, and much less satisfactory, and the reason for this is obvious. Money is worth less to-day than twenty-five or thirty years ago, and of course more plentiful. A millionaire thirty years ago was a rare article, while to-day we count them by the hundreds, ready to invest at 3½, 4 and 5 per cent. in anything that has a tangible appearance, be it a corner in the staff of life, or a parallel railroad.

Grain in store here has reached 5,003,000, with some vessels in port engaged to hold their cargoes, among them Niagara from Duluth, S. V. R. Watson from Detroit, the aggregate of the two 84,000 bushels.

The arrivals from above this week are, steamers Iron Age and consort San Diego, Duluth, wheat; J. H. Farwell and consorts Rutter and Godfrey, Chicago; steamer J. W. Wescott, Port Huron; Annie Smith, Detroit, wheat; Kasota and consort Niagara, Duluth, wheat; steamer Columbia and consort Comrade, Chicago; Chancey Hulburt and consort Nelson Bloom, Chicago, corn.

In an article in last week's RECORD, with reference to schooner G. W. Adams, consort to the late steambarge Graves, which ran ashore on the south end of North Manitou, Lake Michigan, it was said that the Adams jettisoned a large portion of her cargo, and that the balance was valueless, which was not the fact. The schooner G. W. Adams arrived here safely, in tow of the tug Mocking Bird, and when she left Chicago she had on board 81,000 bushels of wheat, and delivered here in good order 75,700 bushels, consequently she only jettisoned 5,300 bushels, a correction which Captain Stitfin deserves that you should make in your next issue.

In the drydock this week there was more business. In the Union docks schooner Polynesia went in to repair damages received when crossing Lime Kilns which were a new fore foot and repairs to her rudder post, G. W. Adams for damages received while ashore on North Manitou, new fore foot and a number of bottom plank which they were obliged to take out because they were badly broken and chafed. Some of the planks put in were sixty feet long in order to break buts. There were other planks that were somewhat chafed, but not enough to condemn. The repairs are said to be permanent work, and is so far a good job. The Adams, from appearances, received little damage beyond the carrying away of a fore

[Continued on 4th page.]

MARITIME LAW.

TOWAGE—APPROACH OF BAD WEATHER—BREAKING UP OF TOW—REASONABLE CARE—JUDGMENT OF EXPERTS—CONTINENTAL INS. CO. VS. THE TUG FREDERICK E. IVES.

U. S. District Court, Southern District of New York.

1. Action for the loss of coal boats in tow of the tug Ives in a northeast storm on the Sound near Bridgeport harbor. The Continental Ins. Co., having insured the cargo and paid the loss, was the libelant in this suit. Libelant alleged that the loss occurred throught the negligence of those on board the tug, in not putting into Norwalk harbor on indications of approaching bad weather. Claimants urged that there were no such signs of approaching bad weather before the storm fell as to make them think it necessary to take shelter. The Ives was a powerful tug, thoroughly equipped, and had a tender to give aid if necessary. Held, that on the evidence there were no such indications of approaching bad weather at Norwalk, when the tow passed there, as should have prevented the Ives from going on.

2. Where the evidence fails to show clearly and decisively such signs of threatening weather as according to the judgment of persons of proved character and nautical skill ought to forbid a tug with a tow from keeping on, the tug should have the benefit of any reasonable doubt in the testimony.

Brown, J.

On the 28d of December, 1884, the steam tug Frederick E. Ives at Jersey City took in tow a number of "boxes" loaded with coal, bound for New Haven. On the way she put in at City Island on account of the weather, and remained there until the morning of the 25th, when, the weather being bright and favorable, she proceeded on her way. At about 10 p.m., when about half way between Norwalk light and Pennfield light, which is at the entrance of Bridgeport harbor, she met, according to her captain's statemant, a cross sea from the eastward and from the northward, with a high northerly wind and snow, in which, after a couple of hours, the tow was broken up. Two or three boats were secured and taken into Bridgeport harbor; one sank almost immediately; several others dritted away to the eastward, and were afterward found destroyed from two to ten miles from the place of the disaster. The libelants having insured the cargo paid for the losses, and brought this suit against the tug for negligence in transportation.

The liability of the tug upon all the evidence comes down to the question whether, at the time when the tug and tow passed Norwalk, namely about 8 p. m., the appearance of the weather and other indications were such as to make it incumbent upon the pilot of the tug to take shelter for the night in Norwalk harbor, which he might have done; or whether it was consistent with ordinary nautical judgment and prudence to continue on in order to make the harbor at Bridgeport, ten miles distant.

A great deal of testimony has been taken in the cause, and no little difficulty exists in determining the direction of the wind, one of the material circumstances, when the tow was off Norwalk. Up to that time certainly there had been no difficulty, and no indications of any present danger.

The Ives was one of the largest and most powerful boats of her class; she was thoroughly equipped for the service, and had a tender to render aid as necessary. The "boxes" loaded with coal were built for the service, and, loaded, they had about 4 feet free board. Two other tows that left City Island at the same time with the Ives, but had less speed and fell behind her, stopped for the night at Captain's Island, a few miles to the eastward of Norwalk. The witnesses from these tows, however, deny there was anything threatening in the weather at that time, or they would have deemed it imprudent to continue on. It was Christmas evening and they thought they would stop. The weather reports showed that cautionary signals had been displayed during the day; that until afternoon the wind had been from northwest to north; that at 7 p. m. at New Haven the wind was N. E., 14 miles an hour; at Captain's Island at about 5 p. m. it was N. N. W., and that during the afternoon the sky became more or less covered with cirrous clouds, indicating more stormy weather, which were increasing towards evening. The captain of the Ives, however, testified that 8 o'clock, when off Norwalk, the wind was then to the northward and light; and the moon and stars were shining, the water smooth and that there were no indications to prevent his keeping on for Bridgeport, which, at his average rate of speed of 2½ miles an hour, he expected to reach a little after 12 o'clock. The captain of one of the tugs that put in at Captain's Island testified that he observed the wind by compass at 11 p. m., when it was snowing, and that it was N. by W. The lighthouse keeping there testified that up to sun-down the wind was N. N. W. and after that changed "a point or two." On cross examination he says that at bed time the wind was N. N. E.

Many other witnesses were examined on both sides as regards the direction of the wind, and the records kept at the Norwalk light station were also produced. These records show evidence not only of being carelessly kept, but I regret to add, evidence of their having been to such an extent tampered with as respects the entries concerning this storm, as to entitle them to no weight as they stand, and to prevent credit to the witness that made them. These records were, not however, introduced by the claimants, or made the basis of their defence. If the original entry, as seems probable stated the wind as being from N. W. to N. E., the latter E. being now erased, it is not certain to what hour the entry of N. E. referred; and there is a good deal of evidence in the case to show that at Norwalk the wind at 8 o'clock was to the northward. The greater number of witnesses so testify, though others make it from N. to N. E. That it was N. E. at New Haven there can be no doubt; and with that certain probability would seem to favor the fewer witnesses who say that it was at that time about N. E. in the vicinity of Norwalk also. But in the first approaches of a N. E. storm, there is no proof of such uniformity in the wind at different places within 30 or 40 miles of each other as necessarily to exclude a difference of three or four points. Whatever might seem to be the natural probability, I cannot hold that the majority are certainly in error in saying that the wind at Norwalk was about north at 8 p. m. particularly as Worden's testimony would only make the wind from N. to N. N. E. at bed time.

Nor do I feel prepared to hold in the absence of explicit evidence that even if the wind was N. N. E. at 8 p. m. it was *ipso facto*, negligence for the Ives to undertake to continue her trip four hours longer to the much better harbor of Bridgeport. Such a wind is doubtless unfavorable, but the approach of northeasterly storms is usually so gradual, that I do not feel warranted in holding the mere continuance of a trip for so short a space of time to be negligence, unless there were other decided indications of speedy bad weather. I think the weight of testimony of the nautical men in this case is altogether against the existance of such clear or certain indications of bad weather at that time. The lighthouse keeper at Captain's Island does, indeed, testify to the threatening weather, and to his anticipations of trouble when the Ives passed there between 4 and 5 p. m. But as the wind was then undoutedly from N. to N. N. W I do not think his testimony entitled to great weight; it seems to be based more upon the event than upon the indications then existing.

The subject of insurance is to cover the proper perils of the sea, but not, as respects the carrier any neglect of ordinary judgment and nautical skill on his part. The carrier is bound to the exercise of reasonable judgment and skill and if the loss happen through want of either, the carrier must indemnify the insurer. In determining what constitutes reasonable care and skill, all the circumstances of the time and place, the capacity of the tug, the nature of the tow, and the length of the trip, must be taken into account. And with these, there is no exact criterion to be applied that does not necessarily still leave much to be determined by the judgment of the master formed upon the spot and amid all the surroundings as they appeared at the time. On this subject Chief Justice Waite says, in case of the W E Gladwish (17 Blatch. 77, 88, 84:) "This involves the exercise of judgment as to what ought to be done under the circumstances. A mere mistake is not enough to charge the tugs with any loss which followed. To make them liable, the error must be one which a careful and prudent navigator, surrounded by like circumstances, would not have made. * * * I cannot believe that ordinary prudence required an abandonment of the voyage for the time being, by lying up, or seeking a harbor. The tug was commanded by a competent master, and the captain of the barge was an experienced boatman. No objection was made by any one to going on, and it is evident that no person connected with the tow considered it necessary to stop." (See also the Clematis, 1 Brown's Adm. 499, 502; the Allie and Evie, 24 Fed. Rep. 745, 749, and cases there cited.) In this connection the judgment of other captains and nautical men is competent and entitled to much weight. Their judgment ought indeed to be controlling, if it were certain to be formed and expressed with entire impartiality. Making all just allowances for their presumptive bias in favor the Ives, I cannot justly refuse considerable weight to the fact that the testimony of all the captains and pilots that were in the vicinity of Norwalk that night is, that from sun down to 8 p. m., and even later, there were no such indications of bad weather as should prevent the Ives from going on. The fact, moreover, that none of the men upon the "boxes," some of whom had their families aboard, made any objection to going on, is also negative evidence to the same effect, of at least some weight. The captain of the Ives, moreover, had had considerable experience in the Sound, and had never met with any previous accident. He had no motive, so far as appears, for running any improper risks. There is no reason to doubt that his judgment was formed honestly and in good faith; and where the evidence fails to show clearly and decisively such signs of threatening weather as according to the fair and reasonable judgment of persons of proved character and nautical skill ought to forbid going on, the vessel should have the benefit of any reasonable doubt in the testimony.

Amid so much evidence in a controversy of so considerable importance, it is not surprising that there should be much diversity, and some difficulties about which it is hard to form any satisfactory judgment. But upon the best consideration that I can give the case, I think the evidence fails to establish such clear evidences of danger and risk in proceeding onward from Norwalk to Bridgeport, as warrants me in pronouncing the judgment of the captain at the time to have been unjustifiable or rash, or a negligent disregard of his duty.

The libel is dismissed with costs.

October 30, 1885.

Commissioner Proudfoot has completed his report on the evidence in the case of the owners of the schooner G. Ellan against the schooner Z. Y. M. C. A. Last summer the vessels collided in midlake off Racine, and the Ellan was badly wrecked forward, but was towed to Chicago by the Z. Y. M. C. A., whose captain would not leave her in the lake at the mercy of the approaching gale. Gib Nelson, a sailor on board the Ellan, was badly injured by the windlass falling across his body, and he too brought suit for damages against the Z. Y. M. C. A. Commissioner Proudfoot, in his report, finds that the masters of the colliding craft were equally at fault, and recommends that they settle for the damage in equal shares; also, that they pay share and share alike for the damages which are claimed by Nelson by reason of the injuries he sustained. The plaintiff's attorney is not satisfied with this report, and he will in all probability carry the case into the United States district court.

HONOR, HEROISM, HUMANITY.

We have another life saver among us, Captain W. D. Andrews, who is the possessor of more honorable tokens for his services in saving life from the waves than any man now living. He has six gold medals and one of bronze, the latter presented by the English government and bears two bars. The only one in existence with two bars. This medal bears, engraved on it a Roman legend in Latin, adopted by that government as applicable to all deeds of heroism. The inscription, translated, reads:

"Peradventure a little gem lies hidded.

"Reward for saving from death.

"He received this prize for service to the state.

"Presented 1778, after the founding of the city.

"April 29, 1881. W. D. Andrews."

The last lines do not indicate that Captain Andrews is over a hundred years old, but that all English government medals of this class are struck from the same die and represent the highest award of that government for heroic service.

The other medals bear inscriptions as follows:

"Presented to Captain Andrews for his bravery in saving life from drowning at Kingston, July 23, 1869."

"Presented to Captain Andrews for his gallant rescue of W. Waghorm from drowning in the Don, July 10, 1878."

"Presented to Captain Andrews in recognition of his gallant rescue of Professor Schlochow from drowning in Toronto Bay, July 27, 1883."

"Presented to W. D. Andrews for his gallant rescue of nine persons from drowning, May 19, 1869, to August 26, 1878. Presented by the saved."

This medal has three bars, bearing the words "Honor, Heroism, Humanity."

"Presented to Captain W. D. Andrews by the officers and members of the Dolphin swimming club, September 5, 1881."

"Presented to Captain Andrews for his courage in saving life from drowning at Owen Sound, April 22, 1873."

Captain Andrews has made this his life work, and has perfected himself in every essential requirement necessary to the best results. Although not of large stature he is a strong and fearless swimmer, with a quick eye and cool head, which enable him to go at his work in a confident and ready manner. He has for a number of years looked upon the admirable system of our life saving service with much pleasure, and with a view to its establishment in Canadian ports he opened communication with General Superintendent S. D. Kimball, who replied in the following letter:

WASHINGTON, D. C., July 28, 1885.

W. D. Andrews, No. 146 Bleeker Street, Toronto, Canada.

Dear Sir: Your letter of the 28d of June last was duly received, enclosing several printed slips concerning your life-saving crew which I have perused with interest.

I read with sympathy your account of the efforts made to establish a regular life-saving station at Toronto, with its involved trials and discouragements. I would be happy to make your path easier for you if I could.

The best thing I can do is to advise you to open communication with Captain Dobbins with reference to your employment as a surfman in one of the stations. Under our organization it is out of my power to take any action in regard to the composition of the station crews. By the regulations the keepers of the respective stations are charged with the selection of their men, for whose ability and good conduct they are responsible. It is possible that Captain Dobbins may find some keeper who has a vacancy in his crew, and is willing to take you, and as you have already been put on a good tooting with him, the only course is to open correspondence and see if he can meet your desires.

A copy of the latest report of the service, recently issued, has been lately sent you.

Hoping that you may be placed to your satisfaction before long, I remain,

Truly Yours, S. D. KIMBALL,
General Superintendent.

Acting on the advice of Superintendent Kimball, he received the following letter from Captain Dobbins:

BUFFALO, Y. Y., August 15, 1885.

W. D. Andrews, Toronto, Ont.

Sir: I have yours of the 11th inst., and note contents. The requirements upon our surfmen are so peculiar and exacting and, to some extent rather menial, that I have grave doubts as to your liking to serve in this subordinate position. It is not all honey. We have some very bitter and unpleasant times and scenes, and I would much prefer to see and have a personal interview with you before recommending your name to keepers having vacancies. Suppose you run over and call on me. Respectfully,

D. P. DOBBINS, Superintendent.

Captain Dobbins, after a meeting with Mr. Andrews immediately wrote to Captain Goodwin, whose own medals give token that he stands at the head of the life savers in this country, that if he had a vacancy in his crew he would recommend Mr. Andrews as a good man to fill the place, which was at once acted upon, Mr. John Everleigh retiring at his own request, having business to look after the balance of the season, and as he would soon be discharged by the government for the winter. Mr. Andrews is therefore a surfman of the Cleveland crew, and among his peers, as all the members of the crew have received, at the hands of the United States government, first class gold life saving medals, some of them having two medals.

It is the object of Captain Andrews, after he has thoroughly mastered all the details of our service, to return to Canada and enlist the Deputy Minister of Marine in his efforts to establish in that province the same system, which can not but be very much more effective than their present volunteer crews.

NAUTICAL NOTES.

The propeller Nahant has completed a quick trip. A week ago Friday night she left here light for Escanaba to load ore, and last Friday night she was at the dock at Ashtabula with a 1,400 ton cargo ready to unload.

The steamer Glidden, has also recorded another quick trip. Leaving here Saturday evening, the 7th with a load of coal she arrived at Ashland, Lake Superior, on Wednesday evening, making the trip in just four days.

The Duluth & Iron Range Railroad company, in response to a summons for assistance by the Kittle Forbes sent their tug and lighter to the rescue and found a consignment of machinery, iron and coal to them on board, which was transferred and taken to Two Harbors.

The steambarge Jesse H. Farwell, with her two consorts, the Godfrey and J. H. Rutter, recently made the remarkable time of five days and a halt between Toledo and Duluth. This performance is said to equal if not to excel that of any other steambarge on the lakes.

The old propellor Roanoke, owned by Bottsford and others, of Port Huron, is named as the extra boat which, with the Wisconsin, will run from Grand Haven to Milwaukee this winter in the place of the Detroit, Grand Haven & Milwaukee steamer Michigan, pinched in the ice fields last year.

There being no business at the present tariff the local board of marine underwriters held a meeting and advanced the trip rates on grain cargo insurance as follows: from Chicago to ports on Lake Michigan, per $10

75c; Lake Superior, $2; Lake Huron, Sarnia, and Detroit River, $1.10; Georgian Bay, $1.50; Lake Erie, $1.50; Lake Ontario, $2; Ogdensburg, $2.15; Montreal, $3; add 50 per cent on B' vessels.

It is expected that a large amount of rebuilding will be done at the Chicago shipyards this winter. Last season very few repairs were made, and money will have to be expended this winter or many of the Lake Michigan fleet will drop out of class.

The executive committee of the Lake Superior business and waterways association met last Friday night and planned active measures to secure the deepening of the Sault Canal and the purchase of the Portage Lake Canal by the Government. Colonel Poe, of the United States engineers, will recommend both in his next annual report. A committee was appointed to go to Washington next winter to secure appropriate legislation.

The insurance companies which carried policies on the propeller Buckeye have not paid yet, owing to the fact that the fire and marine companies have not settled which policies covered the loss. An effort is being made to determine just how much damage was done to the Buckeye by running on the reef, and when this is determined the amount will be deducted from the total of the fire insurance policies, and the fire underwriters will be asked to pay the difference. The rest will be paid by the marine underwriters.

An examination of the navies of Europe seems to disclose the fact that England might cope with any other naval combination of the European nations. England has, built and building, forty six war-ships of about 362,000 tons, against forty-four ships of 340,000 tons, for France and Italy; forty-five ships of 320,000 tons, for France and Germany; and forty ships of 318,000 tons for France and Russia. And this without counting those fleet Atlantic liners available for fighting cruisers in the event of war.

A dispatch from Washburne recently conveyed the information that the steam-barge Kittie M. Forbes had been released from Outer Island of the Apostles' group, Lake Superior. She is in much better condition than was at first anticipated, and she can be towed through to Detroit for repairs without the assistance of more than one steampump. J. S. Dunham received an order from Captain Forbes, owner of the boat, to stop his pumps which are en route to Duluth, but he found it would be impossible to do this, and they will have to go clear through. The release of the Forbes was opportune, and the insurance companies were certainly very lucky, because she got off just as a northwest gale was brewing.

A STERN-WHEEL ALLIGATOR.

John Hunter, a colored man, a rafteman by calling, reported yesterday that he was coming down the river on one of his periodical trips with a raft when he witnessed one of the most stupendous phenomena that this portion of the country has ever given birth to. Arriving at thirty-one mile bluff last Saturday, he landed with his companions to partake of the mid-day meal, and wait for the up boat which had meat for him on board.

While seated on shore discussing a spread of bacon, beans, and corn bread the attention of the party was suddenly attracted by a succession of quick puffs very much resembling the noise made by the efforts of a steam engine. Looking in the direction whence came the sound they saw the head of a huge alligator reared above the water and approaching toward them. In the rear of the head, where should have been a tail, no caudal apparatus was at the time apparent, but instead could be seen only a great disturbance of the water. The spray was dashed high in the air, the waves were churned until a long stream, white with froth, followed in the wake of the enormous alligator, and the only accountable agency for the disturbance was something like a paddle, the blades of which were at regular intervals seen projecting above the water. The alligator came nearer, and the men were not only astonished but alarmed at the wonderful speed with which the monster rushed toward them, propelled by the diabolical machine in the rear.

As the alligator got within a few yards of the bank Hunter's companions turned tail, and incontinently fled. Hunter, however, sought safety nearer at hand by climbing well up the bluff, where he could successfully continue his observations. The huge animal now came ashore with a dull thud, and pulled himself lazily out of the water. As little by little his carcass rose from the muddy depths, the man watched with intense interest to get a glimpse of the thing which furnished the motive power. His curiosity was soon satisfied, and his astonishment raised to its wildest tension as he beheld attached to the tail of the alligator a screw wheel, which looked like one ordinarily used by tugboats, but not more than a foot in diameter. A closer examination showed him that the screw had not become attached there by accident, for it was secured to the animal's tail by a traverse bar to which was affixed and which had been fastened with an iron band to the saurian's hide in such a manner that by a peculiar motion of the tail the wheel could be made to revolve, and thus the alligator could propel itself, and at an immense rate of speed.

No doubt some ingenious mechanic up the river had played a practical joke on the alligator, but the king of the bayou had turned it to the best advantage, and had learned how to make good use of his iron tail.

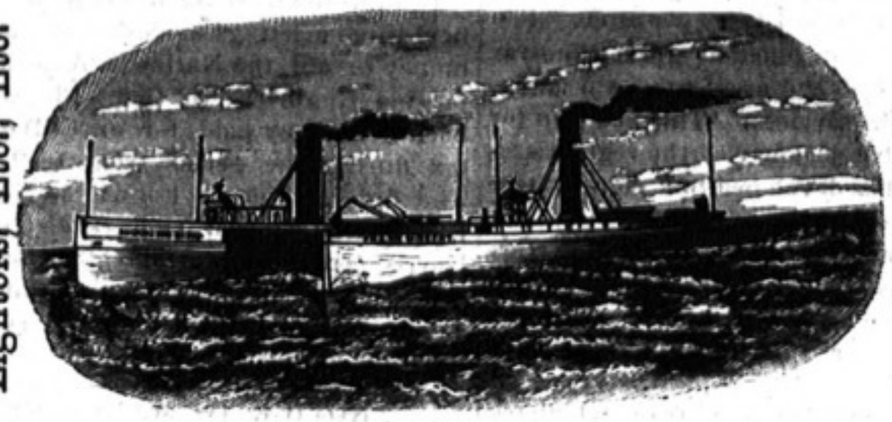
When the visitor had gotten out of sight in the bushes, Hunter descended to his raft, and after waiting a long time for his companions, who have not since been seen, he came to the city and reported the facts as related. He says that had he had his gun along he could easily have shot the alligator. —*Memphis Avalanche.*

MOFFAT TUG LINE.

TUGS.

MOCKING BIRD, FRANK MOFFAT, JOHN MARTIN, KITTIE HAIGHT, RIVER QUEEN, ADMIRAL D. D. PORTER.

Tugs, Steam Pumps, Divers, Hawsers, Lighters, Etc., Etc.



Promptly Furnished on Orders by Wire or Otherwise.

SPECIAL ATTENTION PAID TO WRECKING.

Two First-class Canadian Tugs and Outfits FOR WRECKING IN CANADIAN WATERS.

PUMPS.

Four-Inch Worthington, for Water, Twelve-Inch Rotary for Water and Grain, 9-Inch Centrifugal for Water, Sand and Gravel, 4-Inch Wrecking and Fire Pump on Board Tug Admiral D. D. Porter.

QUINN BROS., THE WELL KNOWN SUBMARINE DIVERS AND WRECKERS IN CHARGE OF STEAM PUMPS, DIVING AND WRECKING.

ADDRESS A. N. MOFFAT, Prest., Ft. of Shelby-st., Detroit, Mich | OR JOHN CORNWALL, Supt., Port Huron, Mich.

GRAND HAVEN SHIPBUILDING Co.

SHIPBUILDING, REBUILDING AND REPAIRING.

Tugs, Fishing Boats, Yachts, and Launches a Specialty.

Can Furnish SPECIFICATIONS, WORKING DRAWINGS AND MOULDS at moderate cost, for those who wish to do their own building. Can also furnish experienced oversight, or partial supervision of work.

CAN FURNISH THE PEARSONS PROPELLER WHEEL,

Which we confidently recommend as the **BEST TOWING WHEEL KNOWN.**

D. ROBERTSON, Manager and Builder. | PETER SINCLAIR, Assistant Builder. | JOHN BUDGE, Sec'y. and Treasurer. | H. C. PEARSONS, Designer.

OFFICIAL NUMBERS AND SIGNAL LETTERS.

TREASURY DEPARTMENT, BUREAU OF NAVIGATION, WASHINGTON, Nov. 10, 1885.

To the Editor of the Marine Record:

Following is a list of merchant vessels of the United States to which official numbers and signal letters were assigned by the Bureau of Navigation, Treasury Department, during the week ended Nov. 7, 1885:

Official Number.	Signal Letters.	Rig.	Name of Vessel.	Tonnage. Gross.	Net.	Home Port.
			SAIL VESSELS.			
106 387	.....	Cat.	Aletta,	8 27	7.86	Bay Shore, N. Y.
3.339	.....	Sc.	Bertie,	8 71	8 28	Crisfield, Md.
157 165	.....	Sc.	David Carll,	65.59	65.59	New York, N. Y.
135,868	.....	Sl.	Elevator,	21.28	21.28	Greenport, N. Y.
85.910	.....	Sc.	Genesta,	9.80	9.89	Cambridge, Md.
95 864	.....	Sc.	Harriet Ann,	8.78	8.78	Norfolk, Va.
76.605	.....	Sl.	John F. Weyler,	14.85	14 85	Baltimore, Md
150.364	.....	Sl.	Puritan,	8.48	8 48	Charleston, S. C.
110,686	.....	Sc.	Rough and Ready,	12 23	12 23	Charlevoix, Mich.
116,078	.....	Sc.	Sea Bird,	9.15	9 15	Cambridge, Md.
			STEAM VESSELS.			
157,166	.....	St. y	Dove,	18.12	18.12	Philadelphia, Pa.
95,865	.....	St. p	Hettie Mason,	113.94	56 70	Paducah, Ky.
161,547	.....	St.p.	Viola,	30.	30.	Mobile, Ala.
			UNRIGG'D VESSELS			
31,477	.....	Barge.	Bettie,	173 67	.....	Galveston, Tex.
36,769	.....	Barge.	Era,	104.21	.....	do
37.511	.....	C. bt.	Francis A. Traver,	127.27	120.91	Buffalo, N. Y.
48,552	.....	Barge.	Laura.	165.13	.....	Galveston, Texas.

JARVIS PATTEN, Commissioner of Navigation.

The October report of the traffic through the Sault canal makes a favorable showing. The number and class of vessels passing through the canal are as follows: Steamboats, 472; sail vessels, 243; rafts and unregistered craft, 50; total, 775. The aggregate of registered tonnage was 463,350 tons and of weight tonnage 492,977. The total number of passengers carried through was 3,283. The aggregate time consumed by vessels was 421 hours and 30 minutes, and not a single vessel was passed through the old locks. The freight tonnage was 73,206 tons greater than for the corresponding month last year, while the registered tonnage was 18,143 tons less, showing that the vessels have carried cargoes fully 20 per cent. heavier.

SUBSCRIBE FOR THE **Marine Record.**

SCIENTIFIC AMERICAN

The most popular **Weekly** newspaper devoted to science, mechanics, engineering discoveries, inventions and patents ever published. Every number illustrated with splendid engravings. This publication furnishes a most valuable encyclopedia of information which no person should be without. The popularity of the SCIENTIFIC AMERICAN is such that its circulation nearly equals that of all other papers of its class combined. Price, $3 20 a year. Discount to Clubs. Sold by all newsdealers. MUNN & CO., Publishers, No. 361 Broadway, N. Y.

PATENTS. Munn & Co. have also had Thirty-Eight years' practice before the Patent Office and have prepared more than **One Hundred Thousand** applications for patents in the United States and foreign countries. Caveats, Trade-Marks, Copy-rights, Assignments, and all other papers for securing to inventors their rights in the United States, Canada, England, France, Germany and other foreign countries, prepared at short notice and on reasonable terms. Information as to obtaining patents cheerfully given without charge. Hand-books of information sent free. Patents obtained through Munn & Co. are noticed in the Scientific American free. The advantage of such notice is well understood by all persons who wish to dispose of their patents. Address MUNN & CO., Office SCIENTIFIC AMERICAN, 361 Broadway, New York.

The Nickel Plate!

NEW YORK, CHICAGO & ST. LOUIS RAILWAY.

The passenger equipment of this New Trunk Line is all new and is supplied with the latest appliances necessary to safe speedy and comfortable travel.

Trains leave and arrive at the Union Depot, Van Buren street, Chicago, and N Y, L E & W R'y depot at Buffalo.

Following is the time in effect June 28, 1885, and until further notice:

EASTWARD.	Arrive.	Depart.
Buffalo Accommodation	*10 40 A M	*10 45 A M
Chicago Accommodation	*9 02 P M	
Local Freight	*11 45 A M	*12 15 P M
WESTWARD.	Arrive.	Depart.
Chicago Accommodation		*6 45 A M
Fostoria Accommodation	*4 46 P M.	*4 51 P M
Local Freight	*12 20 P M	*12 50 P M

ROCKY RIVER ACCOMMODATION.
Depart—*7:45 a. m., *1:35 p. m.

EUCLID ACCOMMODATION.
Depart—*6 24 a. m., *9:10 a. m., *5:05 p. m.
*Daily except Sunday.

Through tickets to all points are on sale at principal offices of the company at LOWEST RATES for any class of tickets desired. Baggage checked to destination.

For information, call on nearest agent of the Company, or address

B. F. HORNER, Gen'l Passenger Agent,

LEWIS WILLIAMS, General Manager, Cleveland, O.

LAKE SHORE & MICHIGAN SOUTHERN.

Commencing Sunday, June 28 1885, at 12 o'clock noon the time given in the figures below is the new standard (Ninetieth meridian) time, which is thirty-three minutes slower than Cleveland time proper.

Eastward.	Arrive	Depart.
No 4, Fast Limited Express	*2 55 A M	*3 05 A M
No 8, N Y, B & A Express	*8 20 A M	*8 45 A M
No 26, Elyria Accommodation	†7 45 A M	
No 35, Buffalo Ac'm via Sandusky	†10 30 A M	†10 50 A M
No 35, Toledo Accom via Norwalk	†10 30 A M	†10 50 A M
No 12, N Y & B Fast Express	*2 20 P M	*2 45 P M
No 2, Night Ex via Norwalk	9 40 P M	†10 00 P M
No 22, Night Ex via Sandusky	†9 40 P M	
No 26, Conneaut Accommodation	†4 25 P M	
Westward.	Arrive.	Depart.
No 1, Fast Limited Express	*12 15 A M	*12 25 A M
No 23, Mich Express via Sandusky	*2 15 A M	
No 3, Chicago Express via "	‡6 05 A M	6 30 A M
No 25, Mich Accom Norwalk		†6 30 A M
No 21, Toledo Ex via Norwalk	†12 50 P M	†3 30 P M
No 5, St Louis Ex via Sandusky	*10 30 A M	*10 40 A M
No 9, Chi Pac Ex via Norwalk	6 15 P M	*3 40 P M
No 31, Elyria ac to Elyria only		†4 30 P M
No 27, Conneaut Accommodation	†8 10 A M	

Sunday train for Nottingham—Depart 8:15 a. m. and 1:45 p. m.; returning, leave Nottingham at 8:50 a. m. and 3:45 p. m.

Reference marks—* Daily, † daily, except Sunday, ‡ daily, except Monday.

A local Cleveland and New York sleeper daily on No. 12, leaving Cleveland at 2.45 p. m.; arrive Grand Central depot, New York, 10 30 a. m.

For full information as to trains and connections apply at the Union ticket office, corner Bank and Superior streets, under Mercantile Bank.

PURCHASE YOUR TICKETS VIA THE

BEE LINE--C. C. C. & I. R. R.

The Great Trunk Line to the South and West.

The only line from Cleveland with no change of cars to the Mississippi River. Solid trains and through sleepers to St. Louis, where direct connections are made in Union Depot for all points west.

Practically no change of cars to the

PACIFIC COAST.

The only line to COLUMBUS AND CINCINNATI with complete through train service, making direct connections in Union Depots for all points in the

SOUTH AND SOUTHEAST

Tourists Tickets to numerous points, including the

ROCKY MOUNTAINS.

Fast Express Trains Daily. New and Elegant Cars, A Perfect Roadbed.

For low rates and any information pertaining to railway travel in general apply to CITY TICKET OFFICE, 173 SUPERIOR STREET, CLEVELAND, O.

D. JAY COLVER, Passenger Agent.
J. D. BROWN, Ticket Agent.
A. J. SMITH, General Passenger Agt.,

TO MACKINAC.

The Most Delightful

SUMMER TOUR

Palace Steamers. Low Rates.
Four Trips per Week Between
DETROIT AND MACKINAC
And Every Week Day Between
DETROIT AND CLEVELAND

Write for our
"Picturesque Mackinac," Illustrated.
Contains Full Particulars. Mailed Free.

Detroit & Cleveland Steam Nav. Co.
C. D. WHITCOMB, GEN. PASS. AGT., DETROIT, MICH.

T. F. NEWMAN, Passenger and Freight Agt., Cleveland, Ohio.

PRESLEY & CO.,
Globe Drydock
Shipbuilding, Drydocking, Repairing and Spar Making.
CLEVELAND, OHIO.

WANTED An active Man or Woman in every county to sell our goods. Salary $75 per month and expenses. Canvassing outfit and particulars FREE. STANDARD SILVER-WARE CO., Boston, Mass.

A BIG OFFER. To introduce them we will GIVE AWAY 1,000 Self Operating Washing Machines. If you want one send us your name, P. and express office at once. The National Co. 2 Dey St., N. Y.

The Marine Record.

Published Every Thursday at 144 Superior Street, [Leader Building.]

A. A. POMEROY, Editor and Proprietor.

TERMS OF SUBSCRIPTION:

One year, postage paid.....$2.00
Six months, postage paid..... 1.00
Invariably in advance.

The MARINE RECORD can be found for sale by the following news dealers.:

CLEVELAND, OHIO—G F Bowman, corner of Pearl and Detroit, streets.

CHICAGO, ILL.—Joseph Gray, No. 9 West Randolph street.

BUFFALO, N. Y.—C. Rohmer, corner of Ohio and Michigan street.

DETROIT, MICH.—O'Neil & Arseneau, Mills Tug Office.

DULUTH, MINN.—C. F. Johnson, 117 West Superior street.

ESCANABA, MICH—William Godley.

Articles, letters and queries on all subjects are solicited.

ADVERTISING RATES MADE KNOWN ON APPLICATION.

Entered at the Post Office at Cleveland as second-class mail matter.

CLEVELAND, OHIO, THURSDAY, NOVEMBER 19

OIL AS FUEL FOR STEAMSHIPS.

Much comment has been made on this subject, and many scientific tests applied, on the availability of oil as fuel for steamships, but generally without satisfactory results. The most practical point in favor of its use is that of economy of space, as it could be carried in water bottoms (of vessels having them) in lieu of water ballast, a matter that has been thought of by lake shipbuilders while iron vessels have been under construction. The economy of oil as fuel has been strongly advocated, but in this the effect of demand and consumption on supply has been overlooked. It has been argued that oil is cheaper than coal, but in case it should be consumed by the wholesale, as coal is, by our steamships, it would not be wild to say that in a very short time oil would command a fabulous price, and all improvements for its consumption made valueless by its increased cost. In the MARINE RECORD of July 24, 1884, the theory of extracting the heating principles from coal, condensing the coal into smaller space, and thus being enabled to leave the useless bulk on shore, thus saving space and stroking, was advanced, in an article comparing the relative speed of steamships and the amount of fuel consumed by them respectively. It was held, however, that this could not be done without essential improvements or alterations in machinery, to the same extent that changes would be required for the consumption of oil. Therefore, putting aside the increased price of petroleum that would be occasioned by a greatly extended demand, in case it should be used as fuel, the cost of improved and experimental machinery would make its use impracticable. Aside from this, a great objection to the use of petroleum as fuel on steam vessels would be the dangerous element of fire and the impossibility of paying the insurance premiums that would be demanded under the increased risk. When the stock of fuel, consisting of petroleum, once became ignited, it would be impossible to quench the flames and the vessel would be doomed to certain destruction, and so speedy would be the work of the element that the lives of all on board would, without doubt, be sacrificed. Every oil, even the most dense, will, if subjected to warmth and stowed in a close atmosphere, give off gases of a combustible character; these gases in existence, and a light brought into their neighborhood, ignition will take place. The temperature at which oil is dangerous, 240° F., may easily be reached by an ordinary lamp, or in close neighborhood of the boilers of a steamer. On a steamer the petroleum must necessarily be stowed in close chambers, in dark corners, confined and difficult to keep thoroughly ventilated, and where such deposits as cotton waste, oakum and other refuse are likely to collect and become soaked with oil, leaking from the tanks, thus tending to spontaneous combustion. As regards the changes in machinery necessary for the use of liquid fuels, many experiments have demonstrated that the furnaces now in use can not be made to work successfully. Much money and time have been wasted in the attempt to burn petroleum in furnaces in safety, and many patents have been taken out, covering a system of injecting the fuel in the furnace, all of which have proved abortive.

Captain Will Hudson, of the steamer Maynard, has been very sick for the past week. He is now improving.

ACTIVE JEALOUSY.

The Saturday Graphic says: "There is trouble brewing for the life saving crew at this port. It has not yet developed into direct charges, but it will undoubtedly be brought before the department at Washington during the winter and the decapitation of Captain Goodwin is very probable. The trouble appears to emanate from the over zealous efforts of the crew to obtain laudations for their services. This has won for them the active jealousy of the regular seamen, which has developed to a point where war is inevitable.

"Since the opening of navigation this year, above all other years, nearly every newspaper one could pick up has been filled with praises for the life saving crew of Cleveland."

Unless the article quoted from calculates to serve a political end, to change the present efficient system of the life saving service into a political machine, we can not define the point. It is true that the life saving crews on the chain of lakes, rivers and seacoast are often mentioned creditably by the papers published in ports where crews are stationed, and very often in the way of thanks from the officers and crews of wrecked vessels, which would seem to discredit the statement made in the Graphic that a feeling of jealousy has been aroused among the regular seamen. Contrary to the charge that these crews are anxious to receive commendation through the newspapers for work that comes in their line of duty, the notices of the efficiency of the service comes, as we have said, from the people who have been rescued and who generally seek the columns of the newspapers to show that they appreciate the value of the service which has been rendered them. We will quote, as example, the letter of Captain J. H. Coleman, master of the schooner John B. Merrill, referred to in the Graphic. We take it from the report of General Superintendent S. I. Kimball, and it is as follows:

"The schooner John B. Merrill, in trying to make the harbor at Cleveland on the evening of November 1, in charge of the tug James Amadeus when near the end of the breakwater parted her tow line and the vessel's anchors were let go, but failed to hold. She drifted onto the beach, where she soon filled with water, the sea making a clean breach over her, making it extremely dangerous to launch a boat in the heavy sea that was running. The life-saving crew were promptly on hand, and in a very short time had succeeded in getting a line on board. Everything worked like clock-work, without a hitch, and in less than an hour all the crew of nine men and one woman were got on shore. It was blowing a gale, with a heavy sea running, and the night very dark. Too much praise cannot be given to Captain Goodwin and his crew for the efficient service they rendered in saving the lives of the crew, and also in getting the vessel off the beach on November 3.

J. H. COLEMAN,
Master of Schooner John B. Merrill."

It is perhaps not understood by the writer of the article in the Graphic that General Superintendent S. I. Kimball, the head of the life saving service at Washington, takes much pleasure in seeing these complimentary notices of the work of the crews at the several stations. Mr. Kimball compiles with great care all matter referring to them, which he incorporates in his annual report to the Secretary of the Treasury, which is printed and issued by the department in book form, covering from 900 to 1,000 pages annually. The statement that an "affidavit has been presented, charging Captain Goodwin with taking his crew on a foraging expedition, etc," comes very late in the march of events, as that charge was made some years since. It was duly investigated by the authorities at Washington and did not hold water. It is evident, therefore, that there is some other object in view than that of making it appear that life saving crews are over zealous in getting into print, or that all the men out of the service are as brave as those in it. It is possible that instead of the active jealousy of regular seamen toward the life saving crews, some one has been disappointed.

CAPTAIN R. C. CLIPPERTON, British Commissioner for the United States, announces that the international exhibition of navigation, traveling, commerce, and manufactures at Liverpool in May, 1886, is intended to illustrate traveling by sea, land, and air, and as allied to this subject will also be shown exhibits representative of the manufactures and commerce of the world, bearing upon the means and methods of movement from place to place. The project will also include a collection of models of vessels, and ancient and modern illustrations of the modes and materials of their construction; engineering and other appliances, docks, harbors, lighthouses, life-saving apparatus, and all things connected with traveling by water. It is a pleasure to be able to note that more interest is now being taken in navigation and improved methods of transportation than ever before, and it is to be hoped that the numerous inventions and exhibitions in this interest will evolve much benefit to those engaged.

DURING the week the licensed officers have held three meetings to devise means to get money to aid the National Association of Marine Engineers in their efforts to get back the money paid for excessive license tax during the period from 1869 to 1882. The order, which is known as Society of Licensed Steamboat Officers, elected J. H. Harris (engineer), president; Charles M. Scott (master and pilot), vice president, and James Spargo (engineer), secretary. Considerable enthusiasm prevails.

NOTICE TO MARINERS.

CHANGE OF LOCATION OF LIGHT AT CONNEAUT LIGHT STATION, LAKE ERIE, OHIO.

Notice is hereby given that, on or about November 15, 1885, the beacon now standing near the outer end of the west pier at the entrance to Conneaut harbor, Ohio, will be moved to the high bluff to the westward and just outside of the harbor.

While the change is being made, a white light will be exhibited from a mast at the shore end of the west pier.

By order of the Lighthouse Board,
STEPHEN C. ROWAN.
Vice Admiral U. S. Navy, Chairman.
Washington, D. C., November 10, 1885.

CAPTAIN MOORE'S PROTEST.

The following protest, which we copy from the Port Arthur Sentinel, was taken before John Malcolm Munro, notary public, Port Arthur:

That the steel steamer Algoma cleared from the port of Owen Sound at about four o'clock and twenty minutes in the afternoon on Thursday, the fifth day of November, A. D. 1885, bound for the port of Port Arthur, having on board a general cargo of merchandise, about 400 tons. We had a good run to Sault Ste. Marie, which port we cleared at one o'clock in the afternoon, on Friday, the sixth day of November, and passed White Fish Point at three o'clock and fifty minutes of the same day, blowing a strong breeze from east and northeast wind increasing. We made sail at White Fish Point at seven p. m., the weather was the same but the wind was slightly increased, with occasional squalls attended with rain.

At midnight the wind had increased to a moderate gale, with frequent squalls, accompanied with raid and sleet, a sea getting up. At four a. m. on November seventh, the wind shifted northeast with violent snow squalls, a heavy sea running. At five minutes after four a. m., we checked down and commenced taking in sail. At four-twenty a. m. all the sail was in except fore try-sail which was partly in. We put wheel hard a starboard, and the ship was coming around to head out on the lake again, on account of snow.

After leaving White Fish Point, our proper course being northwest by west half west, but the wind being from the northward, we steered northwest by west quarter west until ten p. m., to allow for the lee way, when the course was changed to northwest by west until four a. m. We then steered west by south for the purpose of taking the sails in. While the ship was coming around as mentioned above, she struck aft about four-twenty, and continued to forge ahead—driven in by the heavy sea.

At 4:40 a. m. she settled, the seas making a clean breach over her all the time and smashing the ship up. A blinding snowstorm still continued. On account of the seas that were running and the surf it was impossible to make any effort to save the ship or cargo. At about six a. m., she parted at the fore side of the boiler and the freight got washed out, and some of it was driven on shore. The survivors clung to the after part of the wreck until Sunday morning, when the gale having abated, and the sea gone down we made a raft and went ashore, and found we were on Green Stone Island, at the northeast end of Isle Royale On Monday morning, at 9 a. m., we sighted the Athabasca, on which ship the surviving passengers and crew embarked for Port Arthur, at which port we arrived at about 6:45 p. m., on Monday, the 9th of November.

This protest was signed by all the survivors of the crew.

Telegrams from Captain Ledden, of the schooner Higgie have been received, announcing that the Higgie is ashore and in bad shape in Lion's Head Bay, Lake Huron. She left Collingwood Friday, bound for Alpena, and had not proceeded far when she struck a hidden rock. By use of the anchor and her sails she was backed off without trouble, but it was discovered that she was leaking badly, with her keel split from stem to foremast. She was headed for Owen Sound, but making so much water that it was found necessary to run her ashore at Cabat's Head. Two tugs sighted the Higgie and released her and started with her in tow for Owen Sound, but got as far only as Lion's Head Bay when she began to sink. In order to save her she was again run ashore. At last advices she was still full of water. The Higgie is owned by Ed Avery, of Chicago, and is valued at $16,000, insured for $15,000 in the Etna Company, Detroit Fire and Marine and Commercial of Cleveland.

[*Around the Lakes Continued from 1st Page.*

foot and the bottom plank badly bruised on one side.

The steambarge Siberia, on her last trip, damaged quite a large quantity of wheat in her cargo, said to be about 6,500 bushels, which has given her owner much trouble to arrange with consignee as to the loss, and who should bear it. The damaged grain has been sold at 67½ cents per sixty lbs., and it turns out that out of the 6,500 bushels rejected by the elevator, 3,700 is pronounced good standard wheat, and has been delivered as such in another elevator, therefore the owner of the ship says no claim should be allowed for that. At the same time the wheat has been sold for 67½ cents, a difference of 32 cents from its true value, which the consignee claims should be accounted for to them, as the owner of the vessel is at fault for not using proper care in protecting their property against permitting water to reach the hold from the coal bunkers and fire hold; and the owner claims that the damage comes from stress of weather and not from carelessness as charged.

Several days ago members of the firm of William Cramps' Sons, iron ship builders of Philadelphia, arrived in Chicago for the purpose of familiarizing themselves with the harbor and the construction of the more important lake steamers. A rumor has been set afloat that the Cramps contemplated locating an iron ship building plant at either Chicago or South Chicago, and enter into competition with the shipyards at Detroit, Buffalo, and Cleveland, but it is scarcely probable that the rumor is well founded, as the lake marine is not in a sufficiently prosperous condition to justify the investment of outside capital. The main object of the visit was to obtain information to be used in the modeling and construction of a monstrous iron steamer which it is said, the company has contracted to build during the winter for the Anchor line. The steamer is designed for the Buffalo and Chicago route, and as the Cramps have heretofore confined themselves to the construction of ocean-going vessels, they considered it advisable to study the requirements of a lake craft before beginning one. It has been decided to build the new steamer after a modified model of the Onoko, and nearly of the same dimensions. The manager of the Anchor line was the author of iron vessels on the lakes, and believes they will ultimately succeed wood built craft. He also realized that the future lake carrier must be able to take grain from Chicago to Buffalo at 1½c. a bushel and earn a fair margin for the owner. The new boat is to be constructed on this principle. She will have a carrying capacity of 100,000 bushels of wheat, and her machinery is to have sufficient power to drive her through the water at the rrae of about fifteen knots an hour. She will probably be put together at Buffalo, and if satisfactory arrangements can be made, will be largely constructed there.

Recently the attorney of the Grand Trunk Railway Company went to Washington for the purpose of consulting with the Attorney General in regard to the order of the Treasury Department prohibiting the shipping of domestic merchandise. The company was seriously affected by the new regulation, and as the order was largely based on an opinion of the Attorney General, an effort was made to obtain some concessions that would be more favorable to Canadian carriers. An interview was had, but the Grand Trunk's legal adviser was given to understand that the matter would only be opened by bringing a test case before the United States Supreme Court. The company is now satisfied that no act of theirs can bring about a reversal of the order, and will doubtless make no further effort in that direction. But the company has no intention of dropping the extensive traffic it has built up between Duluth and New England points. Arrangements are now being made to replace the Canadian steamers that have been running in connection with their road by American boats, and negotiations are so far advanced that it is almost certain that the new line will be fully equipped and ready for business by the opening of navigation next year. Among the boats that are mentioned in connection with the line are the propellers W. J. Averill, W. A. Haskell, and Walter L. Frost, owned by the Detroit Dry Dock Company, and possibly the propeller Monteagle and barges. All of these boats formerly composed a line between Chicago and Ogdensburg. When established the new line will be under the personal management of F. M. Howe, who for many years had charge of the Grand Trunk's water traffic. The boats will be run between Collingwood, Sarnia, and Duluth.

W M.

DETROIT

Special to the Marine Record.

Nov. 17.—The loss of the fine steamer Algoma at Isle Royal, Lake Superior, with forty-five lives, has been the chief topic of conversation for some days, and is being strongly criticized by those known as experts, and how they would have done it had they been there. Now it is true that a fellow can sit down in a sail loft, ship chandler's store or at the place where they go to "take suthin'" and there spin a good yarn. Yet there are facts bearing upon this terrible disaster which need some strong points toward a satisfactory accounting. Well aware of the immediate locality he was in was it wise seamanship in Captain Moore on such a night to feel around for a lea instead of heading her out against the sea and weathering the storm until such time as he could discover his surroundings? On this there is a diversity of opinion.

The cold snap of the past few days has somewhat retarded the movements of the shipping hereabout, and charters are few and far between.

The schooner M. P. Barkalow has been lying in the offing at this port ten days awaiting a cargo, and she is here yet. She brought coal here and wants a load to Cleveland.

The schooner Swallow, from Escanaba to Sandusky with ore, on her return here will lay up for the season. She belongs to the Grummond fleet.

The Detroit Tug & Transit Company have met with some reverses during the season, arising from various sources, but chiefly from the backward state of business. The tugs of the line have not been as successful in their operations as anticipated on the opening of navigation, although they have been skillfully handled and well managed. As is well known the proprietors of the company are the Murphy Brothers of this city, S. A. Murphy of the concern being the chief manager, and as such has exercised rigid economy and well understands his business. They took the contract to raise the propeller Quebec, and although they may realize a reasonable margin in the end, the expenditures have been far more than first expected, and, as a final result, they have been forced into litigation, and a receiver for the time being has been appointed. The liabilities are stated to be between $50,000 and $75,000, while the assets, by careful management, will more than cover that amount, and thus matters rest for the present. The Murphys are men of energy and perseverance, and the condition of their affairs is much regretted on all hands.

A submarine diver, while at work at the Lime Kiln crossing a few days since, found a large anchor, fast in the rocks, weighing between 17,000 and 18,000 pounds.

The wrecking steamer Charlton has been stationed at Windsor for the remainder of the season to attend to wrecking calls.

The recent westerly gales caused considerable delay to the larger class of vessels, bound either way, at the Lime Kilns, in some instances from twenty-four to thirty-six hours. No damages, aside from delay, have been reported, however.

The work of removing the buoys in Lake Erie and the rivers has been commenced and will be completed about the first prox.

The cabins of the new steamer City of Cleveland have been placed in position, and the work is being pushed rapidly toward completion.

The steambarge Schoolcraft, while getting alongside the dock at the foot of Bates street a day or two since, backed into the tug Hercules, of Mills' line, causing damage to the extent of $1,800 or thereabout, which will retire her the remainder of the season.

The steambarge Thomas W. Palmer, which has been undergoing extensive repairs at the Detroit drydock for some time past, has taken her departure.

The steambarge George H. Marsh has gone into winter quarters at this port.

The steamer Idlewild, plying between Detroit and Port Huron, from April 23 to November 9, made 164 round trips, carrying 36,987 passengers. The lowest number of fares on any one occasion was 62 and the highest 967. She belongs to the Star line, all of which steamers have been well patronized throughout the season.

The schooner Monguagon has just cleared for Morristown, N. Y., with a cargo of wheat at 6 cents freight, the highest figure thus far of the season.

Ever and anon throughout the season complaints have been reported of the recklessness on the part of steamers passing through the St. Clair flats canal, in strict violation of the rules of that thoroughfare, one of which is that no steamer shall pass another while going through the channel. An incident of this character occurred a few days since, during the passage of the steambarge T. H. Johnson, which was overtaken by the propeller Syracuse, damaging the former, it is alleged, several hundred dollars.

The schooner R. Morwood, lumber laden, was run on the St. Clair middle ground Friday while in tow of the tug River Queen, and had to be lightered of considerable cargo before getting released.

Captain Grummond's wrecking tugs Champion and Swaine left here on Friday to release the steamer Colonial which stranded on Starve Island in the South passage, at the head of Lake Erie. The steamer was hence for Cleveland.

The propeller Arctic, of the Lake Superior Transit line, en route to Duluth, left here on Saturday night, the last upward bound boat of that line for the season.

The steamer Beckwith which has been plying between Detroit and Gibralter since the Evening Star hauled off from the Toledo route, has discontinued her trips for the season.

Captain Smith, who has commanded respectively the Star and Beckwith, will during the winter have charge of the tug M. F. Merrick, which serves as an ice breaker at the Port Huron and Sarnia crossing.

A meeting of tug owners was called at Captain Grummond's office at 2 o'clock p. m., Friday, but on the occasion it did not materialize to any great extent, A. N. Moffat, of this city, and Henry Howard, of Port Huron, being the only parties on deck. Its purport was a restoration of card rates, adopted May 1, but owing to the advanced state of the season, matters will probably remain as at present until the close.

The tug Admiral Porter left here on Saturday for Georgian Bay to rescue the schooner Mary L. Higgie which was wrecked on a rock in that locality. She was en route from Chicago to Midland with a cargo of corn, and is owned by John Higgie, of Chicago, and valued at $9,000.

The first flurry of snow at this point was on Thursday night with weather quite cold.

Freights rule as follows: Wheat, Detroit to Oswego 5½c.; to Ogdensburgh, 6c.

The last of Ward's line of boats for Lake Superior this fall will be the Samuel F. Hodge which will probably leave here on Wednesday night.

The schooner F. C. Leighton was chartered to-day (Tuesday), wheat to Buffalo, at 2½ cents.

The schooner Montcalm went into winter quarters at this port to-day.

Weather fine, with moderate southerly winds and cool air. HALL.

ALPENA.

While coming up Lake Huron, smoke was discovered issuing from the compound room of the propeller Cuba. An instant later flames shot through the roof. The entire crew responded promptly to the alarm that was sounded throughout the ship, and before the flames had gained much headway, three leads of hose were run out and the burning woodwork deluged with water. Prompt action on the part of the crew alone saved the vessel and the lives of those on board, as the wind was blowing a fierce gale at the time, and the steamer was fully ten miles from shore. The damage was confined to her engine house, and can easily be repaired when the steamer reaches Buffalo. It is a singular coincidence that the fire broke out in almost the same place as before. The first time it was attributed to spontaneous combustion from a mass of rags saturated with oil that had been used in cleaning the machinery, although this was simply a conjecture on the part of the crew, as all on board were asleep. The second fire, however, occurred when all were awake and on duty, but the origin of the flames is a complete mystery. At the request of Captain Young, master of the Cuba, Captain T. H. Howland made a thorough inspection of the steamer, and gave it as his opinion that the fire was caused by gases, arising from the furnace, becoming ignited.

MANISTEE.

The wrecking tug C. Williams returned from the Manitous to-day, where she went to help release the stranded steamship W. T. Graves. The Williams' crew report that the Graves went to pieces in the storm of last Saturday. There was nothing to be seen of her but her engines sticking up after she broke up. There were on board two of the Leviathan's steam pumps, which went to the bottom. The Leviathan was waiting for still weather to try and recover the pumps.

EAST TAWAS.

Messrs. Hitchcock & Baily sold George P. Smith, of Tonawanda, 1,150,000 feet of lumber now on Locke & Eastman's dock, to be shipped this fall. They will put in 3,000,000 feet during the winter, and 1,000,000 feet next summer.

SANDUSKY.

Special to the Marine Record.

The red flag and the red lantern were floating in the November breeze over the West House for several days last week, warning sailors to keep their weather eye open. The elements had been for some time as quiet as a bottle of champagne before the cork is loosened; but all at once the cork flew and a foamy mixture of wind and rain came down upon us with a vehemence that threatened some destruction. It passed over, however, without doing any serious damage. Of course the bay was brought under its influence, and several vessels found themselves high and dry, the water being lowered several feet.

Captain Harry Molyneaux, we learn with pleasure, will command the new steamyacht Henry Douglass next season.

The wharfs of this city are, many of them, to be enlarged and improved during the coming winter, and with the opening of navigation next spring Sandusky will have an increase of nearly one-fifth dockage over the present year.

One day last week Captain Parker, of the schooner Maxwell, fell upon the deck of his vessel while at this port and received a very painful wound in the dislocation of his thumb. Acting Assistant Surgeon Stanley, of the Marine Hospital service, was called and reduced the fracture.

The commodious steamer Ingerswain, which ran between Port Clinton and the Islands this season, will ply between this port and Pelee Island next summer. She is to be overhauled and repainted this winter.

The carrying trade with the islands, together with our heavy fish business, has so increased during the past few weeks that the steamers Cooke, Ferris, Eagle, and Louise have more business than they can conveniently handle, and it has become necessary to press into service the tug Bennett and steamyacht Douglass.

Jack Southard, the veteran boat builder, has a contract to construct four boats the coming winter.

The steambarge Red Jacket, which had been laid up for the winter the day previous to the burning of the steambarge Norma, has entered commission again, and will ply in the latter boat's trade until the close of navigation. The Norma will have her damaged parts repaired during the coming winter, and will be ready for business in the spring.

The barge Wend-the Wave will hibernate here. She was stripped Tuesday.

We know that sailors feel pretty well at home on the waters of the lakes and in any port. We once read of a case which was an exception to this. The incident is related in Cooper's "Pathfinder," and the hero was the redoubtable "Cap," an old salt, who, though he could lay his hand upon the ocean's mane and play familiarly with his hoary locks," yet found that a squall on the lakes was about as hard to handle as a storm on the ocean. But we meant to mention the fact that sailors are returning to pass the winter with their families, from whom their vocation has separated them for a season. Sandusky domiciles many hardy tars, who are to be congratulated on their safe return after passing the dangers incident to their calling. K.

FRANKFORT.

Special to the Marine Record.

Capt. Matthews, of Point Betsy life-saving tation, reports that his north patrolman found pieces of wreckage that came ashore Sunday night with name on her headboards Louisa A. Burton. Also some scroll work. The past week here has been one continual gale, varying west southwest to northwest, and no doubt the vessel met with disaster in the gale. The Burton was built in Chicago in 1873 and was 215 tons burden. Her home port is Racine. Later advices, however, are that the Burton is all right at Milwaukee.

Schooners Prince, Jos. Duvall, Chris. Grover, Boaz, Minnie Mueller, C. Amsden and Helen have been in shelter in our port nearly a week.

Propeller Lawrence departed this morning with a full load of supplies for the Straits.

Point Betsy life station closes December 1st. B.

MILWAUKEE.

A dispatch received from Captain Kirtland, of the Leviathan, reports that the stranded steambarge Graves has gone to pieces. The steam pumps are in the lake, but can be recovered. Her smokestack and cabin have been washed off by the sea breaking over her during the gale of the 14th.

PORT ARTHUR.

Tugs sent to the Algoma disaster have abandoned the wreck on account of bad weather. Only four out of the forty-eight bodies have been recovered.

EAST SAGINAW.

Special to the Marine Record.

The Shore line steamers Metropolis and Arundel are daily taking immense cargoes of mixed merchandise for camps up the shore.

The river line steamer Wellington R. Burt layed up for the season Monday, having went to Melborne and changed off with the L. G. Mason, in order to bring the latter upon the running time of the Burt. It also completes the twenty-third season of Capt. Robert Medler's continuous service on the Saginaw River. Captain Medler's first craft was a steam lighter known as the "What Is It," after that, taking the L. G. Mason, Reynolds, and Daniel Ball, and for eight years past has sailed the steamer Burt. Previous to coming to the Saginaw he was in the steamboat business eighteen years on Lake Michigan. During the past season the Burt has only missed three trips. Her daily trips averaging 100 miles, including stops. Everybody in this section of the country knows "Capt. Bob" Medler, and he is as popular and efficient skipper as ever pulled a bell rope.

The steamyacht C. P. Fish will run in connection with the steamer L. G. Mason on the Bay City route for the balance of the season.

J. A. Ramsden, receiver of wrecks at Shearkston, Ont., writes to our collector of customs, asking him in regard to any party in this city who lost a yawl boat about a year ago named "Lizzie Betts, of East Saginaw," to inform the owner that he can have her by proving property and paying charges thereon. The owners of the Betts, Mr. Lewis D. Sanborn, states that both the H. W. Hoag and Betts' boats were lost at the same time during a severe storm last fall. The yawl has been sent for. SHAW.

CLAYTON.

Special to the Marine Record.

Walter Allen, engineer, arrived home.

Steam yacht Sirius has been hauled out for the winter.

The steamers Juniata and Jessie Bain are still in commission for towing.

The steam yacht Siesta is expected down from Rochester to be hauled out for the winter on Washington island.

Wood Brothers, of Ogdensburg, have an order from Captain Murphy, of Morristown, for a steamer, of seventy feet keel, to be built this winter. B.

BAY CITY.

Special to the Marine Record.

The steamer Saginaw Valley has been chartered by the F. & P. M. Railway Company to run on the route in connection with the road between Milwaukee, Ludington, and Manistee until January 1. The Valley is expected to be at Manistee on Thursday of this week.

The tug Nat. Stickney with barges Commodore and W. L. Peck, lumber laden from Duluth for C. M. Hill & Co., of this city, were expected to arrive in the river to-day. The schooner Zack Chandler sailed down.

The tug George B. Dickson, owned by Capt. George King, it is understood, will be thoroughly overhauled during the winter and a new boiler put in.

Manager Armstrong has taken the passenger boat Handy Boy from the Stone Island route, and will run her on the Saginaw route for the balance of the season.

The following craft have gone into winter quarters in the Saginaw River: D. L. Rose and consort, Marine City, Boscobel and Racine, barges Ferguson, Onaonta, Antelope, J. S. Austin, Matilda, Dolphin, Mary Stockton, Wau, Vannetta, Seminole, and Sunberry.

Immense quantities of flitch to be used in constructing barges at Wheeler's ship yard, are arriving daily over the Michigan Central Railroad.

The steamyacht Cora K. D. has gone into winter quarters.

The entire Saginaw River fleet of tugs are still in commission, in hopes of at the last to get in a "big haul." But at present they are doing little of nothing, except burning coal.

The propeller Oswegatchie and consort Lizzie C. Betts, H. W. Hoag, James Prentice, and G. D. Norma came in the river today and will make another trip to Buffalo.

Mr. Joseph Gordon, the gentlemanly vessel owner, agent, and broker of this city, has the honor of having placed as many vessels for cargoes during the past season as all the rest put together. This is undoubtedly owing to the straight-forwardness and business-like manner in which Mr. Gordon conducts business, and we predict a large increase in his line for the season of 1886.

Captain W. B. Millard, father of Cyrus Millard, master of the steambarge Alexander Folsom, dropped dead of heart disease at his home in West Bay City Monday.

The barges Antelope & Furgeson have gone into winter quarters at this port.

The new schooner John Shaw has gone into winter quarters at the M. C R. R. dock, West Bay City.

The tug Ella Smith and four barges left the river Tuesday noon for Ohio ports.

Harry Deitzel took his steam yacht Cora K. D. to Saginaw to run on the ferry route; but too many boats compelled him to come home again.

Captain Jas. Taylor, master of the steambarge Tempest, that arrived in port Saturday, reports having seen a spar in an upright position with a boom hanging to it, about eight miles off the Charity Island nearly in the channel. As there is nothing reported missing here the spar is a mystery.

Ex-Governor Jerome's steam yacht Mary Bell is acting as a ferry for the street car line at Saginaw. Mr. Jerome ownes most of the car line.

Slim Jim, the well known dockwolloper, has been expelled from the longshoreman's union for loading a vessel by the job, which is contrary to this rule. SHAW.

AMHERSTBURG.

J. E. Askwith, contractor of the new Colchester reef lighthouse, expects to complete his contract about next Wednesday. All that now remains to be done is some inside fittings.

J. E. Askwith has chartered the tug Myrtle, of Sandusky, to tow out the barges with stone to the lighthouse, Captain Jacques Laframboise is in command.

AN ANTI-FAT REMEDY.

CLEVELAND, O., Nov. 17.

To the Editor of the Marine Record:

I am once again in the good old city of Cleveland, having had a pretty tough time of it since I left. It is all right enough to start out with a patent article to sell if you can gnd people in need of the article, but when there are no customers, why, you might as well quit the business. An article to make fat men lean naturally appeals to fat men for custom, and it is discouraging to pass along a country road or through the streets of a city and find every man you meet so thin that his clothes look as if hung upon a pole to dry.

From Youngstown to Akron was easy enough, for a friend that I made in Cincinnati, paid my passage, and as he said he had business in Hinckley, he said that he'd pay my way to that point, or if unable to get a private conveyance, then we'd walk. As the gentleman failed in his proposition I am of the impression that he forgot it. So I started to walk, and by an occasional lift in a farmer's wagon reached Hinckley. The road from Hinckley to Peninsula is up hill and down. However, buoyed up with the hope that I'd get a pass over the Valley Railroad I kept up splendidly. At Peninsula I found a telegram from the gentleman to whom I had wired for a pass, and it read as follows: "Certainly we will pass you over our road. So pass right along, but be sure and get off the track when the train approaches, for we do not wish to kill anybody, as the road is not paying sufficient to liquidate any damage claims." So once again I started a foot down the Valley track, along side of which ripples the Cuyahoga River and Pittsburg Canal, the waters of both of which, if directed into one channel, would not float a "fourteen string raft."

Remembering that Boston, though a small town, is one of the oldest in the State, I concluded to stop there and try my success in selling my reducing preparation. Entering the antiquated village with all the pomp of a commercial traveler, I opened out my stock in front of the solitary hotel. Not a fat man was in sight. Having listened to my opening address, touching the merits of the preparation offered for sale, one poor fellow, who did not appear any wider between the shoulders than a chicken is between the eyes, stepped out and in a subdued tone said: "Mister, does this population look as if any liquid preparation was needed to produce leanness? In fact does it not appear to you from a closer observation that for leanness this audience is excellent?" I assured the gentleman that his remarks seemed about the truth. "So they are the truth, therefore as you see before you living evidences that you are not welcome to our peaceful city, you will, I trust, take a friend's advice and get right up and git, for the people are at this moment suffering from excessive use of your stimulant." A moment's pause, and there arose a shout of "git!" and, Mr. Editor, I just quietly went away.

THE SECOND ENGINEER.

The new Canadian lighthouse on Colchester reef will be finished this week, and during the remainder of this and next season the dredges now at work on the Limekiln will dump about 500 cords of stone around the structure to protect it from ice shoves.

HISTORY OF LAKE NAVIGATION.

BY J. W. HALL.

Written for the Marine Record:

CHAPTER XLIV.

The navigation season of 1850 will long be remembered as one of explosions and in one instance that of fire, more terrible than ever previously recorded

Navigation opened at Buffalo March 23, the steamer Southerner, Captain J. L. Edmunds, being the first boat to leave. On the next trip out from Buffalo, and when a short distance from port, Captain Edmunds was taken violently ill. The boat returned to port and he, after a few hours, died. The Southerner was afterward put between Detroit and Cleveland, in connection with the steamer Baltimore, Captain Strong, which was the first inauguration of that route. The Southerner was commanded by Captain L. A. Pierce.

The steamer Troy, commanded by Captain Thomas Wilkins, exploded her boiler, on her way to Black Rock and opposite Bird Island pier, near that place, on March 23. A number were killed outright while others jumped overboard and drowned, beside several who died from fatal injuries. Of the killed were, Levi Post, engineer, Nicholas Leland, Peter Leland, William Worthington, D. Buckley, Thomas Gant, Andrus Martin, Royal Wright, of Syracuse, N. Y.; Lyman Harris (colored), William Worthington, Benjamin Bailey, Thomas Evans, P. O. Hanna fireman, David Kennedy deck hand, N. Converse bar keeper, three boys and four men, unknown.

Closely following this sad casualty was the explosion of the steamer Anthony Wayne, Captain E. C. Gore, April 29, off Vermillion, and eight miles from shore. The following passengers were killed: Hyson Titus, of Dayton, O.; A. W. Hart, Perrysburgh; wife and child of John Ellis, of Mount Hope, Mich.; J. H. Josslin, of Chittendon county, Vt.; R. Shay, of Dayton, Ohio. Eleven of the crew were lost, as noted: J. J. Elmore and E. Birchard engineers, Henry Sturgess steward, from Mt. Clemens, Mich.; Franklin Freeman, of Detroit; A. H. Meade barkeeper, Wiley Robinson, John Williamson and Henry Kellogg cooks, two waiters, and Alexander H. Cartwright deck hand, John Brainard and James O'Neil firemen, Whitney Parsons porter, and Henry Blaine deck hand. The crew saved were Captain E. C. Gore, James Edgecomb first mate, James H. Starkweather second mate, Henry G. Vorce clerk, Hiram Freeman saloon keeper, two wheelsmen, three firemen, one porter, two deck hands, a barber, and the chambermaid. The two starboard boilers exploded, throwing them into a perpendicular position, tearing away the steerage cabin above, and shattering the hull badly. The steamer sunk in fifteen minutes, going down head first, and carrying away the steerage cabin and the foremast, on which were six persons. The yawl was launched and twelve persons reached the shore in it. The life boat half filled on launching and leaked badly, but six persons got ashore in it, after six hours' exertion by bailing constantly. The state room of the captain, next to the steerage, was blown to pieces and his bed blown upside down, but he was unhurt. When the steamer went down she was on fire. Three-fourths of the boat was owned by Charles Howard, of Detroit, and one-fourth by Captain Gore. She was valued at $20,000 and insured in part as follows: North West Insurance Company $5,000, Columbus Insurance Company, $3,000, and Lexington Insurance Company, $3,000. She had but little freight on board except three hundred barrels of highwines and whisky from Sandusky. The Wayne was built in 1837 and rebuilt in the winter of 1849.

One of the most heartrending disasters ever recorded took place not long after the foregoing event, the burning of the steamer G. P. Griffith, Captain C. C. Roby, June 17, 1850, off Chagrin, below Cleveland, at about 3 o'clock on Monday morning, with the loss of 286 lives. The propeller Delaware, Captain Napier, reached the burning wreck and towed it to shore. The Griffith had just been purchased by Captain Roby and W. Studdiford, his brother-in-law, of Detroit, and took her departure from Buffalo on Sunday morning, the day before the fire, for Chicago. There were 256 in the steerage, 45 in the cabin, and a crew of 25. Not a female or a child was saved except the barber's wife. The steamer was about three miles from shore when she took fire. The second mate ordered the boat to put for shore. She grounded when within about half a mile from shore. Captain Roby, his wife, two children, and mother were of the lost. As soon as the boat struck he gave the command "overboard all," threw his wife overboard, and then jumped after her, when both were drowned together. The Griffith was insured in the following companies: Astor Company, New York, $6,000, North Western $6,000, Buffalo Mutual, $6,000, Buffalo Merchants Mutual $5,000, Lexington $2,500, and Columbus $2,275. In the early part of the season and up to the date of purchase she was commanded by Captain J. W. Tuttle, late of the propeller Delaware, and recently deceased.

On July 31, following this calamity, the steamer America, Captain A. H. Squier, exploded, off Erie, badly scalding twenty-five persons, and killing several. She was towed into Erie by the steamer Alabama. The following were those killed: McLaughlin fireman, Henry Brown waiter, James Chancellor fireman, William Long, Charles Potter, William Lovas, Richard Retalick, Luther Kinney, Joseph Standiff, Patrick Welch, Patrick Kinby, Archibald Lindsey, M. Haggerty, James Murphy, Thomas Purcell, Dennis Warner, Jeremiah Conner, his wife and children.

Mackinaw Straits were clear April 3, the schooner Republic the first to pass through, bound west.

The steamer Baltimore after being on the Detroit & Cleveland route a short time, was sold at public auction May 15, and was replaced by the steamer Sam Ward, Captain Thomas Butlin. Other changes in the appointments in 1850 were as follows:

Steamer Atlantic, Captain D. H. McBride, Buffalo and Detroit.

Steamer Ben Franklin, Captain H. J. Jones, Detroit and Sault St. Marie.

Steamer Telegraph, No. 2, Captain A. D. Perkins, Detroit and Monroe.

Steamer Wisconsin, Captain Miles Joy, Buffalo and Detroit.

Steamer Globe, Captain J. Robinson, Buffalo and Chicago.

Steamer St. Louis, Captain Amos Pratt, Buffalo and Chicago.

Steamer Louisiana, Captain Davenport, Buffalo and Chicago.

Steamer Empire, Captain H. Squier, Buffalo and Chicago.

Steamer Alabama, Captain D. Howe, Buffalo and Sandusky.

Steamer Diamond, Captain John Huff, Buffalo and Cleveland.

Steamer London, Captain F. R. Baby, Detroit and the Sault.

Steamer Columbia, Captain Cottrell, Detroit and the Sault.

Steamer J. D. Morton, Captain Hopkins, Chicago and Milwaukee.

Steamer Charter, Captain B. F. Davison, Buffalo and Saginaw.

Propeller Republic, Captain B. G. Sweet, Buffalo and Chicago.

Propeller General Taylor, Captain A. E. Hart, Buffalo and Chicago.

Propeller Manhattan, Captain John Caldwell, Cleveland and the Sault.

Propeller Henry Clay, Captain Aaron Root, Buffalo and elsewhere,

Propeller Saginaw (new), Captain E. H. Spencer, Buffalo and Saginaw.

Captain George E. Willoughby sailed the steamer Canada until midsummer when he took the new steamer Ocean and Captain J. H. McQueen was appointed to the Canada. The other appointments not enumerated were the same as the last season.

The United States steamer Michigan was officered as follows: Commander Oscar Bullus, Lieutenants Charles Green, W. W. Bleecker, Thomas H. Stevens; Surgeon Wm. W. Wood, Purser S. Ramsey, Chief Engineer Mr. Follonsbee, Assistants Messrs. Rutherford, Mason, Gideon, Master Egbert Thomson; Passed Midshipmen Robert Stewart, John T. Walker; Gunner Wm. Fisher, Captain's Clerk Mr. Thome, Purser's Clerk R. A. Baker.

President Zachary Taylor died at Washington, July 8, and the flags of the shipping throughout the lake region were placed at half mast.

During the month of July the flour market had a downward tendency, and not more than $4.50 could be had for lots. Wheat was dull, with but little inquiry and but few or no sales.

Steamers Empire State and Atlantic had a trial of speed on Lake Erie, the former proving the victor. The steamer Ocean had also a tilt with the Empire State, both claiming the superiority. The steamer Mayflower's speed was placed at 16⅛ statute miles per hour, and claimed the broom over all others. Bayfield's chart gave the following bearings and distances between Detroit and Buffalo: Detroit to Bar Point 20 miles, Bar Point to Point au Pellee 30 miles, Point au Pellee to Buffalo 174 miles; nautical miles 224. A trial of speed also took place between the steamers Queen City and Alabama, from Buffalo to Cleveland, the former performing the distance in twelve hours and ten minutes, and was the victor. The distance between the two ports is 151 nautical or 173 statute miles. Placing the Queen City's time at twelve hours would give her a speed of 14 5-12 miles per hour.

On the morning of October 8 the steamer Ben Franklin, Captain H. J. Jones, while en route to the Sault, went ashore at Thunder Bay island, Lake Huron, and became a total wreck. Some five hundred barrels of her cargo were got on shore, and the most of the boat's furniture was saved. She was built at Algonac, Mich., in 1842, and was 231 tons burden.

During the same month the steamer A. D. Patchin, commanded by Captain H. Whitaker and partly owned by him, struck on Skillagalee, and become a total loss. The Patchin was built at Truago, Mich., in 1849, was of 870 tons burden, and one of the staunchest built boats on the lakes. She was propelled by the engine formerly in the steamer Missouri.

The steamer Commerce (Canadian), came in collision with the steamer Dispatch, off Grand River, Canada, sinking the former and thirty-eight persons were drowned.

The brig Crispin stranded on Point au Barque and became a total loss.

The brig Paragon made the trip from Saginaw to Oswego in five days.

Fifty feet of the Table Rock, at Niagara Falls became dislodged and plunged into the abyss below.

During the latter part of the season the steamer Canada was transferred and taken to Lake Michigan to ply between Chicago and New Buffalo.

The steamer Bunker Hill was sold at auction in Sandusky to Tonawanda parties for $5,400.

The wreck of the steamer Nile was burned at Milwaukee. She was driven ashore in a gale at that port in the fall previous.

The steamer Baltic was placed in command of Captain A. D. Perkins August 23, this season.

The steamer Ocean made the run from Buffalo to Cleveland in twelve hours.

The steamer Alabama received a new engine at Buffalo.

The steamer Mayflower ran fifty-six miles in three hours and two minutes.

Captain L. H. Cotton was appointed by the President United States marshal of Wisconsin, with headquarters at Milwaukee.

A. Brand, a passenger on board the steamer Empire, died while on Lake Erie, aged 70.

Five lives were lost by a sail boat capsizing on Saginaw Bay.

Henry Hencker, a fireman, was killed on board the steamer A. D. Patchin, by the engine, on Lake Erie.

The schooners Home and Ellen Stewart were seized by the United States marshal at Detroit and sold for debt.

Forwarders and agents not previously enumerated: Godard & Winan, Toledo; James Black, Detroit; Dudgeon, Lewis & Graves, Detroit; Spaulding & Bacon, Sault ste. Marie; J. & W. Cornfield, Detroit; Crawford & Chamberlain, Cleveland; Geo. B. Walbridge, Buffalo; James P. Mansfield, Detroit; E. P. Hastings & Co., Buffalo.

During the month of November there were in the market at Detroit between two thousand and three thousand barrels of pork, which were firm at $9 and $9.50 per barrel.

The loss of life and property on the lakes during the season was unusually large, though not so great as in previous seasons.

Three steamers were lost, involving a loss on hull of $150,000, and on cargo of $200,000.

The loss of life by the burning of the steamer Griffith was the most deplorable that ever happened on the lakes, and only once since has it been surpassed, that of the Lady Elgin, in 1860, on Lake Michigan.

The steamer Globe narrowly escaped shipwreck in a terrific gale on Lake Michigan. She had been detained thirty hours at Sheboygan, repairing her boilers, and after leaving that port the gale came on, her engine got out of order, and she could not get back. She rode out the storm nobly and finally reached the Manitous.

PROVIDENCE WINDLASSES.

On another page will be found the new advertisement of the American Ship Windlass Co., in which they announce new improvements in their admirable windlasses. The most recent improvement consists of a friction locking gear, which is considered by those who have examined it as the most valuable improvement ever made on the windlass. Other locking gears have been used, but they have not proved acceptable to the public because of various defects which prevented their general use. In 1873 the American Ship Windlass Company made a cone friction and placed it on the windlass of the American Line steamer Ohio, in Philadelphia, but it required so much power to lock or withdraw it, that it proved a failure. It was subsequently patented by D. B. Thayer and called the Thayer windlass.

Last April Mr. F. A. Grater invented a locking gear, now being manufactured by the American Ship Windlass Company, which overcomes all the objections to the cone friction as it can be locked easily with one hand, and will stand any strain put upon it, and is just as easily unlocked. The wild cats, stand close to the belt, and the thread is not cut in the shaft, thus preventing all spring of the shaft.

With this locking gear attached to their windlass it is without question the best in the market, the gear preventing all sudden strains on the windlass or chains thus preventing breakdowns of windlass or parting of chains. It can be locked in any position, and operates equally well in any position.